प्रो॰ राम देव भंडारी : जब सहारा एयरलाइन्स शाम को जहाज चला सकती है, जब पटना और लखनऊ के बीच कोई जहाज भी नहीं है और जैसा मैंने पहले भी कहा कि जहां-जहां घाटा हो रहा है, जिस रूट पर घाटा हो रहा है क्या सभी को आपने बंद कर दिया है अथवा बंद करने जा रहे हैं या सिर्फ पटना ही का रूट ऐसा है जहां पर घाटा होने पर आप उसे बंद कर रहे हैं? महोदय, मैं पुन: आपके माध्यम से इन्हें अनुरोध करना चाहता हूं कि बहुत ही महत्वपूर्ण रूट पर वह जहाज चल रहा है।

श्री सभापति : मंत्री जी, आप कर सकते हैं क्या?

प्रो॰ राम देव भंडारी : इस समय शाम को दिल्ली से पटना जाने के लिए कोई जहाज नहीं है। कृपया आश्वस्त करें। आप बिहार से मंत्री हैं। आपको बिहार की उपेक्षा नहीं करनी चाहिए।

श्री राजीव प्रताप रूडी: महोदय, आज किसी भी निजी विमान कम्पनी को हम किसी विमान सेवा को प्रदान करने के लिए बाधित नहीं कर सकते हैं। साथ ही साथ यह भी अनुचित होगा कि हम अपनी सरकारी कम्पनियों को घाटे के रूट पर चलने के लिए बाधित करें। फिर भी आपकी जानकारी के लिए मैं बताना चाहता हूं कि अभी तक इंडियन एयरलाइन्स के जो क्यूमिलेटिव लॉसिज़ हैं, वह लगभग 1100 करोड़ रुपए हैं। पिछले वर्ष में जो नुकसान है, वह लगभग 196 करोड़ रुपए के आस-पास है। इसी प्रकार से एलायंस का नुकसान 85 करोड़ है। हम अगर उनको फ्री करके नहीं चलने देंगे तो घाटा बढ़ता जाएगा और इस प्रकार से हमें काफी कठिनाई का सामना करना पड़ेगा।

श्री सभापति : ठीक है। प्रश्न संख्या 1021। ...(व्यवधान)...

प्रो॰ राम देव भंडारी : महोदय, बिहार के साथ ज्यादती हो रही है, उसकी उपेक्षा हो रही है। मैं इतना कहना चाहता हूं। ...(व्यवधान)...

Low Cost Airlines in the country

*102. SHRI R.S. GAVAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to promote low cost Airline Services in the country;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether proposals for providing point to point services by private operators are pending with Government;

(e) if so, the details thereof; and

(f) by when decision is likely to be taken on these proposals?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) to (c) As per the existing Government policies, airline operators are free to run low cost airlines.

(d) No, Sir.

(e) and (f) Do not arise.

SHRI R.S. GAVAI: Sir, with reference to the reply to part (a), (b) and (c) of my question, I expect that the dynamic Civil Aviation Minister, keeping in view the high cost airline services in India—as compared to those in the world—should not rely on the private operators to run low cost airlines. Why should the Government not take the initiative to provide lost cost Airline Services, which is the existing policy today? That is number one.

MR. CHAIRMAN: That is all. I will allow only one.

SHRI RAJIV PRATAP RUDI: Sir, there is nothing called the low cost airline services. When we talk of low cost airline services or low cost operations, it means airlines which have virtually no services; that means, no drinks, no food, no movies, no headphones, no VIP lounges, limited air hostesses, no seat allocation and no paper tickets; these could be on credit cards; and things like that. Sir, I could not get the last part of his question.

SHRI R.S. GAVAI: In reply to part (a), (b) and (c) you have said that as per the existing Government policies, airline operators are free to run low cost airlines. But charity should begin at home. Why should low cost airline services not be started by Air India, Indian Airlines and Alliance Air, which are under your control?

My second supplementary is this. In reply to part (d) you have said that there is no proposal pending with Government. As you are a dynamic Minister, why don't you take the initiative and have a proposal from the private operators to start the low-cost services?

SHRI RAJIV PRATAP RUDI: Sir, there is no restrictions on any airlines to start low-cost operations, whether it is Indian Airlines, Air India or

Government operators or a private airlines. The concept is in three stages. Now, we are a totally large business proposition which is the existing structure of all the airlines. Then, we came up with the concept of low-cost airlines which came into existence, which was also called low-frills airlines. There is a third generation which is called subsidiaries, in which most of the things are being outsourced. So, there is no restriction on Government owned companies or private airlines to start low-cost operations. It depends on how the management of the entire logistics of the company is done. It is up to the companies to decide. So, to say that we are not promoting it, is not correct. If the Indian Airlines or the Air India wants to start low-cost airlines, there will be no restriction on them.

श्री प्रेम गुप्ता: सर, सप्लीमेंट्री रह गया है। ...(**व्यवधान**)...

श्री सभापति: जवाब तो यही है। जो जवाब आप चाहेंगे, जवाब यही है। ...(**व्यवधान**)...

श्री प्रेम गुप्ता: प्वाइंटिड सप्लीमेंट्री ...

श्री सभापति: जवाब तो यही है प्वाइंटिड पूछो या जनरल पूछो, जवाब यही होगा।

श्री प्रेम गुप्ता: सर, ऐसा नहीं है। ...(**व्यवधान**)... ऐसा हो नहीं सकता।

श्री सभापति: इनसे बार-बार क्यों पूछ रहे हैं?

श्री प्रेम गुप्ता: नहीं सर, ऐसा है नहीं। ...(**व्यवधान**)...

श्री संजय निरुपम: सर, सप्लीमेंट्री सवाल तो करने दें। ...(**व्यवधान**)...

श्री सभापति : ये मेम्बर्स मुझे कह रहे हैं। कल मेम्बर्स ने मुझे कहा। ...(**व्यवधान**)... एक मिनट। कल मेम्बर्स ने मुझे कहा कि बाद वाले हमारे क्वेश्चन्स एक भी नहीं आते। तो उनका कहना सही है या आपका कहना सही है। खैर, आप पूछ लीजिए। ...(**व्यवधान**)... अच्छा, आप पूछ लीजिए। ...(**व्यवधान**)...

श्री संजय निरुपम: सर: आप एलाऊ किया करते थे। एक दो सप्लीमेंट्री आप एलाऊ करेंगे तो थोड़ी सुविधा होगा। ...(**व्यवधान**)...

श्री प्रेम गुप्ता: महोदय, माननीय मंत्री महोदय ने कहा है कि ऐसा कोई प्रपोजल नहीं है,

the question does not arise. If it is so, why were there interviews in the Air India for recruitment of cabin staff from Kerala? *(Interruptions)* I did not want to name the State, but since you have named the State, I am

naming it. Why was it so? If it was done with any specific motive, then what are your plans for it? The Air India and other State-owned airlines belong to the country, not to a particular State. Why was this recruitment done for a particular State only? That is my question. If there was no such proposal, then why did this recruitment take place at all?

SHRI RAJIV PRATAP RUDI: Sir, the hon. Member is mentioning about the advertisement which had come in for appointment of contractual Air Hostesses for the subsidiary of the Air India, which is called Air India Charters Limited. There was a proposal to establish a subsidiary. This subsidiary was proposed to undertake operations from some destinations in South India, but this proposal was not cleared by the Board of Air India. It has not been approved, so no process is on.

MR. CHAIRMAN: Question No. 103.

SHRI PREM CHAND GUPTA: There was no recruitment in place without the approval of the Board.

SHRI RAJIV PRATAP RUDI: No recruitment was made on that.

SHRI PREM CHAND GUPTA: The recruitment was done and letters were issued. (*Interruptions*)

SHRI RAJIV PRATAP RUDI: No recruitment was done on that advertisement. (*Interruptions*)

SHRI PREM CHAND GUPTA: Interview or appointment? (*Interruptions*) Sure? (*Interruptions*)

श्री संजय निरुपम: चेयरमैन साहब, मंत्री जी ने बताया है कि लो कोस्ट एयरलाइंस का कोई प्रपोजल नहीं है। यह जानकर मुझे बड़ी खुशी हो रही है क्योंकि एयर इंडिया ने पहले से ही केरल से लेकर गल्फ के रूट पर एक लो कोस्ट एयरलाइन्स शुरू करने का एक प्रपोजल रखा था और इस जवाब को पढ़ने के बाद ऐसा एहसास हो रहा है कि वह प्रपोजल अब कैंसिल हो गया है। अगर वह प्रपोजल कैंसिल हो गया है तो कैटेगरीकली मैं आपका जवाब जानना चाहता हूं और दूसरी बात आपने जो बताई कि as per the existing Government policy, the airline operators are free to run low-cost airlines. Which are the routes on which they are free to run low-cost airlines? What type of routes these are? जो प्रपोजल एयर इंडिया के बोर्ड ने एक लो कोस्ट एयरलाइन्स शुरू करने का एयर इंडिया चार्टेड के नाम से फाइनल किया था, वह प्रपोजल जो आपका मेन एयर इंडिया का प्राइम रूट है उसके ऊपर, मैंने प्रपोज किया था। तो मेरा यह जानना है कि क्या लो कोस्ट एयरलाइन्स किसी प्राइम रूट पर भी शुरू किया जा सकता है या सब्सिडियेरी रूट पर ?

श्री राजीव प्रताप रूडी: महोदय, यह प्रश्न है एयर इंडिया चार्टर्स लिमिटेड के द्वारा जो ऑपरेशन्स प्रारम्भ किए जाने वाले थे, ये प्रारम्भ नहीं किए गए। इसलिए यह प्रश्न ही नहीं उठता।

Offloading of cross-holdings by Oil PSUs

*103. SHRI N.R. DASARI:†

SHRI V.V. RAGHAVAN:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that the Public Sector Oil Companies have decided to offload cross-holdings among them in the stock market; and

(b) if so, the details thereof together with the amount estimated to be raised by each of the PSU oil companies by such offloading and the purpose thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI RAM NAIK): (a) and (b) A Statement is laid on the Table of the House.

Statement

(a) and (b) Oil and Natural Gas Corporation Limited (ONGC), Indian Oil Corporation Limited (IOCL), and GAIL(India) Limited (GAIL) have proposed to sell the cross-holding shares to realise the value of investment in these shares, to mobilize resources for funding projects and pay off loans. The likely amount to be raised will depend on the method of offloading and the market price prevailing at the time of offloading. The proposals are under consideration of the Government.

DR. DASARI NARAYANA RAO: There was a news-item in the 'Statesman' on 10th November, 2003 about this cross-holding. What is the need for this sort of backdoor method in the public sector units? According to the Minister's statement in the Consultative Committee Meeting, in the year past, that is, 2002-03, the Government has reaped dividends of 18% and more. That being so, is there any need for this sort of backdoor method, allowing the private people or the private capital into the public sector units?

SHRI RAM NAIK: Sir, there is no question of any backdoor method. The Indian Oil Corporation, ONGC and GAIL have their cross-holdings. In the Tenth Five Year Plan, ONGC has a target of Rs.33,000 crores, IOC—Rs. 24,400 crores and GAIL, Rs.8,400 crores. Some of the

†The question was actually asked on the floor of the House by Shri N. R. Dasari